AMENDMENTS TO THE SPECIFICATION

[0003]
Please replace paragraph [0005] in the published version of the above-captioned application with 9/15/08 T.T.
[0003]
the following rewritten paragraph [0005]:
[0003]
-- ~~[0005]~~ The track assembly typically includes a lower track fixedly secured to the floor of the vehicle and an upper track ~~sidably~~ slidably coupled to the lower track and fixedly secured to a bottom portion of the seat cushion. It is well known in the seating art to provide a powered track assembly having a lead screw mechanism driven by an electric motor for moving the upper track relative to the lower track. However, conventional powered track assemblies are known to be susceptible to binding, noise or otherwise erratic operation of the lead screw mechanism due to generally lateral or vertical loading or pre-loading of the upper track relative to the lower track. Such loading or pre-loading can be caused by dimensional variations in the floor of the vehicle, shifting of occupant weight on the seat assembly, or other vehicle accelerations or road inputs associated with normal driving conditions. --

[0018]
Please replace paragraph [0020] in the published version of the above-captioned application with 9/15/08 T.T.
[0018]
the following rewritten paragraph ~~[0020]~~:
[0018]
-- ~~[0020]~~ The drive assembly 30 includes a rigid shaft 32 having first 34 and second 36 ends rotatably supported by the upper track 24 for rotation of the rigid shaft 32 about a longitudinal axis of the rigid shaft 32. The rigid shaft 32 includes a generally continuous helical thread 38 formed between the first 34 and second 36 ends of the rigid shaft 32. The drive assembly 30 includes at least one nut 40. Each nut 40 includes a helically threaded bore 41 for engaging the helical thread 38 of the rigid shaft 32 during rotation of the rigid shaft 32 relative to each nut 40. The engagement of the helical threads 38 and the threaded bore 41 converts rotational torque applied to the rigid shaft 32 into an axial thrust load applied to the rigid shaft 32. Each nut 40 is secured to the lower track 22 by a cage 42. The cage 42 prevents rotation of each nut 40 about the longitudinal axis of the rigid shaft 32 and axially secures each nut 40 to the lower track 22 so that the axial thrust load resulting from rotation of the rigid shaft 32 relative to each nut 40 causes axial displacement of the rigid shaft 32 and the upper track 24 relative to the lower track 22. The direction of rotation of the rigid shaft 32 determines the forward or rearward axial thrust

load upon the rigid shaft 32 and, hence, the forward or rearward displacement of the upper track 24 relative to the lower track 22. Preferably, as shown in the figures, a plurality of nuts 40 is included to increase the load carrying capacity of the drive assembly 30. --

Please replace paragraph [0019] ~~[0021]~~ in the published version of the above-captioned application with the following rewritten paragraph [0019] ~~[0021]~~: 9/15/08 T.T.

-- [0019] ~~[0021]~~ Referring to FIGS. 4 and 5, a cage 42 extends between top 44 and bottom 46 surfaces and first and second ends 48, 50. Bolts (not shown) extend through the lower track 22 and the bottom surface 46 of the cage 42 to fixedly secure the cage 42 to the lower track 22. An opening 52 is formed in the top surface 44 defining a receptacle 54 within the cage 42. A plurality of walls 56 divide the receptacle 54 into compartments 58. [[Bach]] Each compartment 58 nestingly supports one nut 40 therein. A bore 60 extends through the first and second ends 48, 50 and the walls 56 of the cage 42 to allow the rigid shaft 32 to pass therethrough. An elastic insulator 62, shown in FIG. 6, is adapted to be sandwiched between the cage 42 and the nuts 40 to minimize vibration and noise. Preferably, the elastic insulator 62 is molded from an elastomeric material. In assembly, the nuts 40 are supported within the respective compartments 58 such that the threaded bores 41 are generally aligned with the bore 60 in the cage 42. The rigid shaft 32 extends through the bore 60 of the cage 42 and remains continuously threadingly engaged with the threaded bores 41 of the nuts 40. The nuts 40 remain movable within the compartment 58 to accommodate movement due to spacing between the lower 22 and upper 24 tracks and to help prevent binding between the rigid shaft 32 and the nuts 40 due to such movement. --

Please replace paragraph [0022] ~~[0024]~~ in the published version of the above-captioned application with the following rewritten paragraph [0022] ~~[0024]~~: 9/15/08 T.T.

-- [0022] ~~[0024]~~ The first ends 34, 72 of the rigid shaft 32 and flexible shaft 70 are axially held together by a housing or guide 90 fixedly secured to the upper track 24. The guide 90 includes a guide bore 92 extending between first 91 and second 93 guide ends for receiving the first ends 34, 72 of the rigid 32 and flexible 70 shafts, respectively, therethrough. A bead 95, 96 is fixedly secured to each first end 34, 72 of the rigid 32 and flexible shafts 70 to help guide the first ends

34, 72 through the guide bore 92 and into splined engagement. The beads 95, 96 also help to keep the first ends 34, 72 aligned during rotation of the rigid 32 and flexible 70 shafts. --

Please replace paragraph [0023] ~~[0025]~~ in the published version of the above-captioned application with the following rewritten paragraph [0023] ~~[0025]~~: 9/5/08 J.T.

-- [0023] ~~[0025]~~ The guide 90 also includes an abutment wall 97 formed within a portion of the guide bore 92 between the first 91 and second 93 guide ends. The first end 34 of the rigid shaft 32 extends through the guide bore 92 in the first guide end 91 and protrudes beyond the abutment wall 97 into a middle portion of the guide bore 92. While in the middle portion of the guide bore 92, the first end 34 of the rigid shaft 32 is presented for splined engagement with the first end 72 of the flexible shaft 70. A retaining pin 98 extends through the rigid shaft 32 between the abutment wall 97 and the first end 34 of the rigid shaft 32 to retain the first end 34 of the rigid shaft 32 within the guide bore 92. A spring washer 100 is mounted on the rigid shaft 32 between the abutment wall 97 and the retaining pin 98 for providing an axial pre-load between the threaded bores 41 of the nuts 40 and the helical thread 38 of the rigid shaft 32. --

Please replace paragraph [0027] ~~[0029]~~ in the published version of the above-captioned application with the following rewritten paragraph [0027] ~~[0029]~~:

-- [0027] ~~[0029]~~ Many ~~modification~~ modifications and variations of the present invention are possible in light of the above teachings. It is, therefore, to be understood that within the scope of the appended claims, the invention may be practiced other than as specifically described. --